

IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Cancelled).

Claim 2 (Currently Amended): A turbojet thrust reverser according to claim 11,
comprising:

a first door displaceable between an open position and a closed position by a first
control actuator unit;

a second door displaceable between an open position and a closed position by a
second actuator unit;

a first electric motor driving said first control actuator unit, said first electric motor
being controlled by a first electronic control unit connected to a full authority digital engine
control; and

a second electric motor driving said second control actuator unit, said second electric
motor being controlled by a second electronic control unit connected to said full authority
digital engine control;

wherein said first electronic control unit comprises a first servo-control device
configured to control the displacement of said first door as a function of determined position
references;

wherein said second electronic control unit comprises a second servo-control device
configured to control the displacement of said second door as a function of said determined
position references;

wherein said first and second servo-control devices enable said first and second doors
to be displaced synchronously as a function of any variation in the forces exerted on the
reverser and as a function of any force difference between the first and second doors, and

wherein each of said first and second servo-control devices include means for calculating variation in forces exerted on the reverser and means for compensating said force variation on the reverser.

Claim 3 (Previously Presented): A thrust reverser according to claim 2, wherein said means for calculating variation in forces comprise:

means for calculating the time derivatives of the speeds of rotation of each of said first and second electric motors;

means for calculating the time derivatives of the excitation currents powering each of said first and second electric motors; and

means for calculating variation in the forces exerted on the reverser on the basis of said calculated derivatives of the speeds of rotation and the excitation currents of each of said first and second electric motors.

Claim 4 (Original). A thrust reverser according to claim 2, wherein said means for compensating said force variation on the reverser include means for acting on the excitation currents of each of each electric motors.

Claim 5 (Currently Amended): A turbojet thrust reverser ~~according to claim 11,~~
comprising:

a first door displaceable between an open position and a closed position by a first control actuator unit;

a second door displaceable between an open position and a closed position by a second actuator unit;

a first electric motor driving said first control actuator unit, said first electric motor being controlled by a first electronic control unit connected to a full authority digital engine control; and

a second electric motor driving said second control actuator unit, said second electric motor being controlled by a second electronic control unit connected to said full authority digital engine control;

wherein said first electronic control unit comprises a first servo-control device configured to control the displacement of said first door as a function of determined position references;

wherein said second electronic control unit comprises a second servo-control device configured to control the displacement of said second door as a function of said determined position references;

wherein said first and second servo-control devices enable said first and second doors to be displaced synchronously as a function of any variation in the forces exerted on the reverser and as a function of any force difference between the first and second doors, and

wherein each of said first and second servo-control devices include means for calculating a force difference between the first and second doors, and means for correcting said force difference.

Claim 6 (Previously Presented): A thrust reverser according to claim 5, wherein said means for calculating said force difference between the first and second doors comprise:

means for calculating time derivatives of the excitation currents feeding each of said first and second electric motors;

means for comparing said derivatives of the excitation currents of said first and second electric motors; and

means for calculating said force difference on the basis of said comparison of the derivatives of the excitation currents of the electric motors.

Claim 7 (Previously Presented): A thrust reverser according to claim 5, wherein said means for correcting the force difference comprise means for acting on the excitation current or on the speed of rotation of each of said first and second electric motors.

Claim 8 (Previously Presented): A thrust reverser according to claim 3, wherein the first and second servo-control devices include means for measuring the speed of rotation of each of the first and second electric motors and means for measuring the excitation current feeding each of said first and second electric motors.

Claim 9 (Currently Amended): A turbojet thrust reverser ~~according to claim 11,~~
comprising:

a first door displaceable between an open position and a closed position by a first control actuator unit;

a second door displaceable between an open position and a closed position by a second actuator unit;

a first electric motor driving said first control actuator unit, said first electric motor being controlled by a first electronic control unit connected to a full authority digital engine control; and

a second electric motor driving said second control actuator unit, said second electric motor being controlled by a second electronic control unit connected to said full authority digital engine control;

wherein said first electronic control unit comprises a first servo-control device configured to control the displacement of said first door as a function of determined position references;

wherein said second electronic control unit comprises a second servo-control device configured to control the displacement of said second door as a function of said determined position references;

wherein said first and second servo-control devices enable said first and second doors to be displaced synchronously as a function of any variation in the forces exerted on the reverser and as a function of any force difference between the first and second doors, and

wherein the first and second servo-control devices further comprise means for generating a reference speed of rotation and a reference excitation current for each of said first and second electric motors as a function of a difference between a real position of each door and a reference position as delivered by said full authority digital engine controller.

Claim 10 (Previously Presented): A thrust reverser according to claim 9, wherein the first and second servo-control devices further comprise means for measuring the real positions of said first and second doors.

Claim 11 (Cancelled)

Claim 12 (Currently Amended): A turbojet thrust reverser ~~according to claim 11,~~
comprising:

a first door displaceable between an open position and a closed position by a first control actuator unit;

a second door displaceable between an open position and a closed position by a second actuator unit;

a first electric motor driving said first control actuator unit, said first electric motor being controlled by a first electronic control unit connected to a full authority digital engine control; and

a second electric motor driving said second control actuator unit, said second electric motor being controlled by a second electronic control unit connected to said full authority digital engine control;

wherein said first electronic control unit comprises a first servo-control device configured to control the displacement of said first door as a function of determined position references;

wherein said second electronic control unit comprises a second servo-control device configured to control the displacement of said second door as a function of said determined position references;

wherein said first and second servo-control devices enable said first and second doors to be displaced synchronously as a function of any variation in the forces exerted on the reverser and as a function of any force difference between the first and second doors, and

wherein said first control actuator unit comprises three actuators, each actuator being connected to a gearbox coupled to said first electric motor; and wherein said second control actuator unit comprises three actuators, each actuator being connected to a gearbox coupled to said second electric motor.

Claim 13 (Currently Amended): A thrust reverser according to Claim 2 44, further comprising an electric link between said first and second electronic control units and wherein

said first and second electronic control units exchange data over said electric link enabling a comparison of position information for said first and second doors.

Claim 14 (Currently Amended): A turbojet thrust reverser according to claim 11,
comprising:

a first door displaceable between an open position and a closed position by a first
control actuator unit;

a second door displaceable between an open position and a closed position by a
second actuator unit;

a first electric motor driving said first control actuator unit, said first electric motor
being controlled by a first electronic control unit connected to a full authority digital engine
control; and

a second electric motor driving said second control actuator unit, said second electric
motor being controlled by a second electronic control unit connected to said full authority
digital engine control;

wherein said first electronic control unit comprises a first servo-control device
configured to control the displacement of said first door as a function of determined position
references;

wherein said second electronic control unit comprises a second servo-control device
configured to control the displacement of said second door as a function of said determined
position references;

wherein said first and second servo-control devices enable said first and second doors
to be displaced synchronously as a function of any variation in the forces exerted on the
reverser and as a function of any force difference between the first and second doors, and

further comprising synchronizing shaft between said first and second doors.

Claim 15 (Previously Presented): A thrust reverser according to Claim 14, further comprising three locking mechanisms, each individually configured to hold the thrust reverser.

Claim 16 (Previously Presented): A thrust reverser according to Claim 15, wherein two of said three locking mechanisms include a first lock mounted directly on said first electric motor and a second lock mounted directly on said second electric motor.

Claim 17 (Previously Presented): A thrust reverser according to Claim 16, wherein a third of said three locking mechanisms includes an abutment locking device positioned at one lateral extremity of at least one of said first and second doors.

Claim 18 (Previously Presented): A thrust reverser according to Claim 16, wherein a third of said three locking mechanisms includes an abutment locking device positioned at one lateral extremity of each of said first and second doors.

Claim 19 (Previously Presented): A thrust reverser according to Claim 17, wherein said third locking mechanism remains operational even when the first or second electronic control fail.